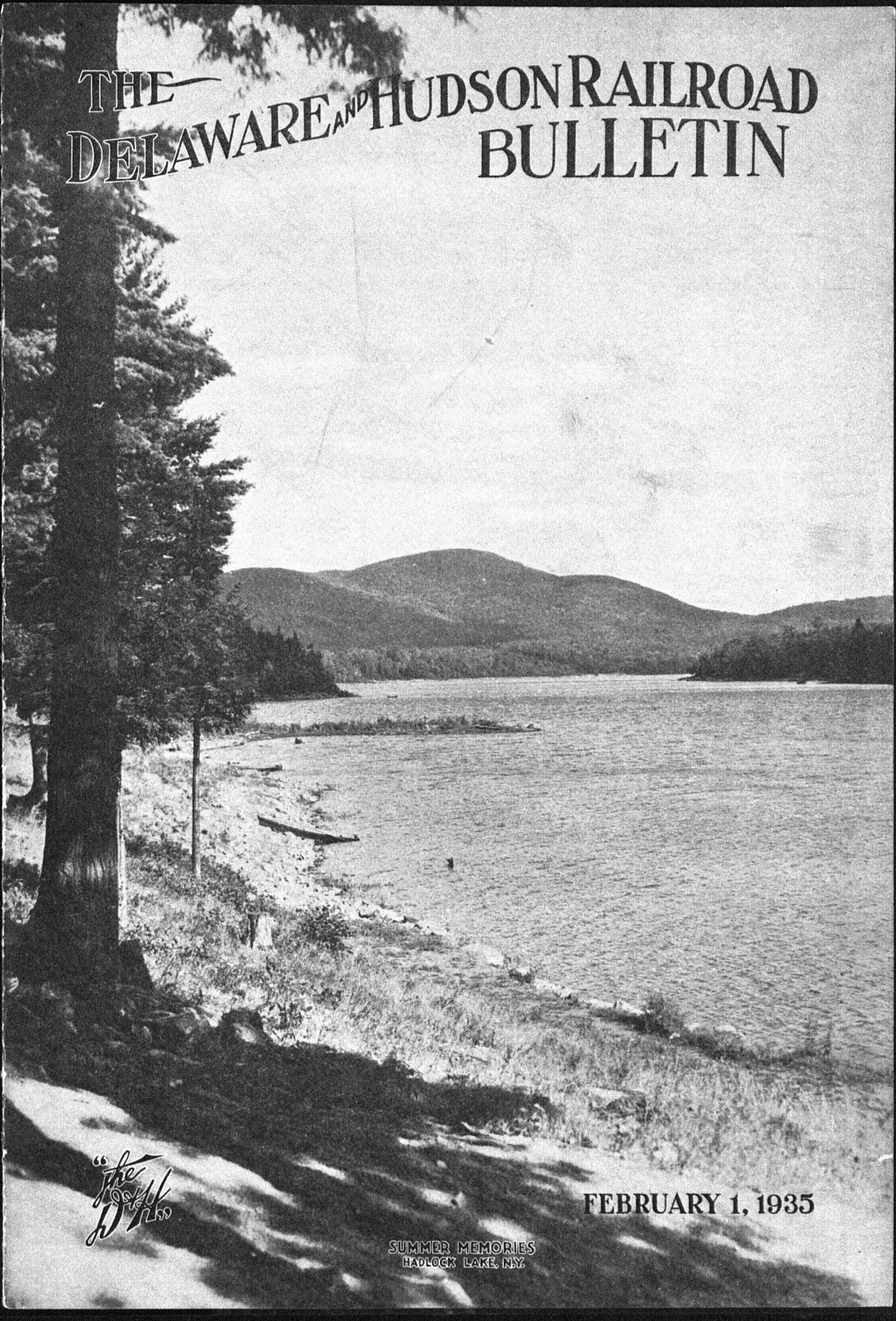
THE DELAWARE AND HUDSON RAILROAD BULLETIN



SUMMER MEMORIES
HADLOCK LAKE, N.Y.

"the D&H"

FEBRUARY 1, 1935

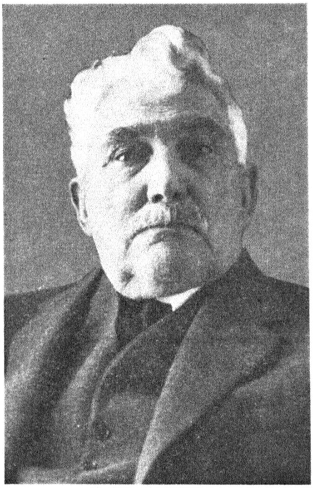
How Many Governments?

IT took two years to count the local governments in the United States: 175,418, according to a survey just published by Professor Anderson of the University of Minnesota. This is ten times too many. It includes 127,000 school districts, 20,000 townships, 16,000 incorporated cities or villages, 3,000 counties, and 8,600 miscellaneous sewer districts, park districts, levee districts, mosquito abatement districts, etc., each with a payroll and the power to tax—an intolerably wasteful set-up. Because they are concentrated in Washington, Federal employes draw a concentrated fire of criticism. But their numbers are insignificant compared with the great army of overlapping employes of lesser political machines. Economy, like charity, should begin at home.—BUSINESS WEEK.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

"Bonnet" Cars and 10-Foot Rails

Recalled by Veteran R. & W. Section Foreman



MARTIN LAYDEN

OLD times on the railroad were recently recalled to many grown-ups by the appearance of that well known couple, "Minnie" and "Mickey Mouse," propelling a toy hand-car at a furious rate around a circular track. This strange conveyance meant little to the youngsters, most of whom, like their elders, have become accustomed to the motor cars now in general use by track and other maintenance forces.

No child, and few rail veterans ever heard of, or much less saw, the type of hand-car used by a section gang at Middle Granville when MARTIN LAYDEN, retired Maintenance of Way foreman, entered the employ of the Rutland and Washington, now our "R. & W. Branch," in 1877. They called it a "bonnet" car. Some say that the name was that of the inventor, a Frenchman named Bonnet. MR. LAYDEN maintains that the appearance of the vehicle was responsible, since, when seen from the side, it resembled a lady's bonnet of that period.

The four-wheeled car had a small gear on the front axle, driven through an intermediate train from a large gear which extended above the center of the car floor. Turning a long crank handle extending outward from each side propelled the car along the track. Two men stood on the front platform, facing backward, turning the cranks. When two men's strength was insufficient, a third man had to hang over the side, with one hand on the handle, and his other arm wrapped around the waist of his partner to avoid falling off. The man on the left side had to operate a "pull-up" brake lever, meanwhile avoiding the revolving handle. The foreman, and other members of the gang, rode at the rear, looking out for trains in both directions. As a safety measure the big gear was housed in by a semi-circular cover which, in conjunction with the car body, gave the "bonnet" appearance from which it received its name.

The owners of the road introduced several such cars in the seventies; however, they proved unsafe in operation as the flying handles frequently caught in a man's clothing, throwing him to the ground. Consequently, they were replaced within a few years by the more familiar "pump action" cars.

MR. LAYDEN was promoted to the rank of foreman by "Jack" Taber in 1880, and after being transferred to Castleton and West Pawlet in turn, he returned to Middle Granville in 1882. In 1883

MR. LAYDEN took charge of the section at Cambridge, and was returned to Middle Granville a few years later, where he remained until he retired on pension November 1, 1932, after nearly 56 years of continuous employment.

The rails used on the Rutland and Washington when MR. LAYDEN went to work as a section hand in 1877 were only 27 feet long and weighed, MR. LAYDEN estimates, in the neighborhood of 45 pounds per yard. (The present Delaware and Hudson standard rail is 39 feet long, weighing 131 pounds per yard). In the seventies, when the rail joints became flattened by the pounding of the wheels, the battered ends were cut off and what remained was put back in the track, the process being repeated until the rail had been reduced to from 10 to 12 feet in length. Tie and joint plates had not yet come into use. The rails were spiked directly to the ties and each joint had to come at the center of a tie because "chairs" were used to join adjacent lengths of rail. Many hours of what would today be considered needless labor were spent fitting in these pieces of rail of varying lengths.

Other operating departments were similarly handicapped by the lack of modern facilities. Switch stands were made of wood, the levers and targets alone being of iron. There were no block signals or station order boards. When a train approached a station the telegrapher or agent indicated by hand signals whether or not he had any information from the dispatcher on the condition of the single track ahead. If there were no orders the train was allowed to proceed; otherwise, the train was stopped while both engineman and conductor copied the message in the agent's register book as an acknowledgement of the fact that instructions had been received and were understood. Passenger and freight traffic was heavy on that single track line then, there being two passenger trains operating each way between Eagle Bridge and Rutland daily, in addition to regular and extra freight trains.

MR. LAYDEN, now lives at 1069 Madison Avenue, Albany, has two children: a son, Francis, is employed by the New York Telephone Company; and a daughter, Agnes, is a New York State employe. His brother, James, is a Saratoga Division passenger train conductor.

He Cured Her

Conductor: "Pardon me, madam, but your girl seems more than twelve."

Her mother: "Conductor! Would you take me to be the mother of a girl that age?"

Conductor: "Lady, don't tell me you're her grandmother!"

"Go to Work," Says Lincoln to Brother

MEN who drive automobiles between cities have various ideas about giving a lift to the people who in recent years have infested the highways.

Some drivers pick up no one; others confine their pickups to an occasional pedestrian who makes a special appeal to them by reason of youth, appearance, or obvious weariness. A few men pick up anyone for the sake of hearing the stories of men who are out of work, and of youths who are seeking adventure.

A peculiar reason for refusing to transport any road-thumbers was made by a man who said he was convinced that practically all the people who sought rides were better off right where they were than they would be in another town.

This observation recalled to mind one of Abraham Lincoln's letters to his stepmother's son, John D. Johnson. It was written in 1851:

"Dear Brother:

"When I came to Charleston day before yesterday, I learned that you are anxious to sell the land where you live and move to Missouri. I have been thinking this over ever since, and cannot but think such a notion is utterly foolish.

"What can you do in Missouri better than here? Is the land any richer? Can you there, any more than here, raise corn and wheat and oats without work? Will anybody there, any more than here, do your work for you?

"If you intend to go to work, there is no better place than right where you are; if you do not intend to go to work, you cannot get along anywhere. Squirming and crawling about from place to place can do no good. You have raised no corn this year; and what you really want is to sell the land, get the money and spend it. Part with the land you have, and, my life upon it, you will never after own a spot big enough to bury you in. Half you will get for the land you will spend in moving to Missouri, and the other half you will eat, drink, and wear out, and no foot of land will be bought.

"Now, do not misunderstand this letter; I do not write it in any unkindness. I write it in order, if possible, to get you to face the truth, which truth is, you are destitute because you have idled away all your time. Your thousand pretenses for not getting along better are all nonsense; they deceive nobody but yourself. Go to work is the only cure for your case."—*Through the Meshes.*

A.D.

IN MEMORIAM

1934

"They come, stay a little while, and then pass on,
Leaving on the scroll of Life their mark, a guiding finger . . ."

DURING the year just closed 163 of our fellow-workers have passed on. Their marks should guide and inspire us as we continue our daily duties.

J. T. Loree
VICE-PRESIDENT AND GENERAL MANAGER

The Roll

NAME	OCCUPATION	LOCATION	ENTERED SERVICE	DIED
Barber, Andrew	Loco. Cleaner	Colonie R. H.	Oct. 18, 1927	Aug. 29
Barnes, Walter	Crossing Watchman	Cohoes	Apr. 14, 1925	Sept. 30
Barrett, James J. (P)	Crossing Watchman	Hudson	Nov. 1, 1868	Feb. 20
Barto, Anson M. (P)	Head Clerk	Albany	Sept. 10, 1889	Aug. 5
Bennett, Othello (P)	Baggageman	Albany	Nov. 1, 1890	Dec. 6
Betuzza, John	Laborer	Oneonta	Jan. 25, 1923	Aug. 18
Blaney, Anna M.	Clerk	Albany	Jan. 21, 1918	Feb. 18
Bogle, Samuel	Trainman	Sara. Division	Sept. 3, 1915	July 7
Bowler, Edward J. (P)	Crossing Watchman	Cohoes	Mar. 1, 1923	Oct. 17
Boyle, John F.	Trainman	Oneonta	Dec. 21, 1916	Aug. 26
Breault, Joseph (P)	Laborer	Rouses Point	May 16, 1905	May 6
Bulson, Walter S.	Trucker	Albany	Apr. 8, 1902	Jan. 3
Bundy, Myron H. (P)	Conductor	Susq'n Division	Apr. 1, 1886	Jan. 16
Burnett, Thomas W.	Trainman	Wilkes-Barre	Aug. 28, 1911	Apr. 18
Bushnell, Sherman	Gang Leader	Oneonta	Aug. 31, 1922	May 25
Campbell, Fred G.	Pipe Fitter	Carbondale	May 25, 1923	Mar. 18
Capelle, John	Moulder	Colonie Shops	Feb. 28, 1923	Dec. 11
Carr, Walter H.	Teleg.-Towerman	Sidney	Feb. 16, 1888	Feb. 16
Casabella, Luciano	Section Foreman	Albany	Mar. 1, 1898	Oct. 3
Case, Adolphus (P)	Cook	Plattsburg	July 1, 1882	June 5
Chamberlain, William H. (P)	Special Agent	Albany	Mar. 1, 1887	Feb. 1
Chappell, Ray L. (P)	Conductor	Oneonta	Apr. 1, 1893	Mar. 18
Chase, Garrie B. (P)	Engineer	Oneonta	Dec. 1, 1880	Dec. 24
Chesebro, William (P)	Laborer	Mechanicville	Aug. 1, 1904	May 21

The Roll

(Continued)

NAME	OCCUPATION	LOCATION	ENTERED SERVICE	DIED
Chubb, Stephen H. (P)	Lampman	Carbondale	Aug. 16, 1913	Oct. 14
Clark, Benjamin (P)	Laborer	Mohawk	Jan. 17, 1918	July 26
Cleaver, Jubal (P)	Crossing Watchman	Saratoga	Feb. 1, 1919	Feb. 5
Cobb, Samuel G. (P)	Engineer	Wilkes-Barre	Mar. 1, 1879	Jan. 17
Collins, James P. (P)	Foreman	Beekmantown	Feb. 1, 1890	May 5
Collins, Wesley L. (P)	Agent	Russia	July 1, 1876	May 15
Connor, James P.	Crossing Watchman	Archbald	Aug. 16, 1917	June 7
Crane, Edgar W. (P)	Engineer	Saratoga Division	Apr. 1, 1867	Oct. 26
Cronan, George R. (P)	Clerk and Cashier	Port Henry	Jan. 1, 1900	Feb. 8
Culver, Martin J.	Gang Leader	Wilkes-Barre	Sept. 15, 1922	July 31
Cunningham, John (P)	Helper	Troy	Oct. 16, 1880	May 27
Cunningham, John J. (P)	Section Foreman	Hudson Falls	June 24, 1884	Oct. 24
Cushing, John (P)	Patrolman	System	Mar. 16, 1908	*Dec. 28
Dare, Howard (P)	Trackman	Delanson	May 1, 1920	Jan. 5
Davis, William	Fireman (Stat'y.)	Albany	Apr. 1, 1917	July 15
Delaney, John J.	Crossing Watchman	North Albany	Dec. 1, 1924	Dec. 24
Denicore, Herbert M.	Conductor	Plattsburg	Oct. 16, 1894	Sept. 22
DeWitt, Ira E.	Car Inspector	Mechanicville	Oct. 28, 1922	Aug. 28
Dolflinger, Charles	Trucker	Albany	Sept. 20, 1915	Jan. 29
Dosik, Mike	Material Man	Oneonta	Sept. 16, 1921	Feb. 13
Dougher, Patrick (P)	Crossing Watchman	Green Ridge	June 1, 1918	July 24
Dubuque, Arthur	Caller	Plattsburg	July 1, 1918	Jan. 26
Dunn, Myron V.	Trainman	Carbondale	Aug. 17, 1911	Nov. 13
Eichers, John	Patrolman	System	Sept. 25, 1922	Dec. 29
Feehan, Patrick	Sand Drier	Colonie R. H.	July 8, 1920	Sept. 10
Fitzgerald, John (P)	Policeman	Albany	July 1, 1887	June 21
Forget, Joseph	Valve Setter	Colonie Shops	Nov. 13, 1922	May 9
Frink, Charles (P)	Fireman and Oiler	Colonie Shops	Sept. 1, 1895	Sept. 25
Garrity, Thomas J.	Telegrapher	Scranton	June 18, 1911	Oct. 31
Gass, George	Crossing Watchman	Saratoga	Oct. 16, 1928	Mar. 20
Goodfellow, William (P)	Boilermaker	Saratoga	May 30, 1890	May 2
Graulich, Philip. (P)	Yard Clerk	Whitehall	Nov. 1, 1888	Apr. 12
Hafensteiner, Michael Sr. (P)	Machinist	Colonie Shops	Nov. 6, 1922	Mar. 29
Hagadorn, Jones	Trackman	Gansevoort	Feb. 4, 1926	Nov. 15
Harris, Fred H.	Boilermaker Helper	Oneonta	Nov. 3, 1924	Dec. 28
Hartigan, Jas. E.	Trainman	Oneonta	Aug. 31, 1913	Oct. 14
Hennessey, John H.	Clerk	Albany	Mar. 4, 1912	Aug. 19
Hildebrand, Justus J. (P)	Crossing Watchman	Scranton	May 16, 1925	May 1
Hooks, John	Elect. Helper	Oneonta	Sept. 20, 1923	Oct. 14
Howley, Martin J.	Crossing Watchman	Green Ridge	Nov. 22, 1924	Nov. 24
Jones, Stanley	Engineer	Colonie	Aug. 4, 1903	Aug. 26
Judge, Thomas J.	Trainman	Green Island	Apr. 1, 1890	Nov. 2
Kartner, Michael	Laborer	Carbondale	July 7, 1926	July 11
Kayeski, Martin	Crossing Watchman	Dickson	May. 1, 1917	Feb. 19
Keating, Daniel H. (P)	Engineer	Saratoga Division	May 1, 1879	Dec. 20
Keegan, William J. (P)	Trainman	Binghamton	June 1, 1876	Nov. 29
Kennedy, James (P)	Crossing Watchman	Hudson Falls	Feb. 1, 1920	June 24
Koch, Charles	Asst. Fore. & P.W. In.	Hudson, Pa.	May 1, 1909	May 6
Kosiak, Sam	Car Repairer	Oneonta	June 20, 1923	Nov. 14
Kurmerski, Peter	Trackman	Delanson	Aug. 5, 1924	Jan. 3

The Roll

(Continued)

NAME	OCCUPATION	LOCATION	ENTERED SERVICE	DIED
LaBombard, John	W. S. Repairman	Plattsburg	Aug. 14, 1922	Dec. 23
Lacy, Daniel	Trackman	W. Waterford	Dec. 29, 1921	Feb. 16
LaMay, Michael	Ex. Cr. Watchman	Green Island	Apr. 13, 1926	June 27
Lamb, Warren A.	Teleg-Clerk	Whitehall	Feb. 7, 1913	Aug. 14
LaMore, William	Trainman	Whitehall	Oct. 8, 1891	May 16
Langley, Frederick	Jacketman Helper	Colonie Shops	Aug. 29, 1924	Sept. 10
Lavin, Frank J.	General Yardmaster	Whitehall	Aug. 18, 1918	Apr. 27
Lee, John J.	Engineer	McVille (Sara. Divn.)	July 1, 1882	Oct. 31
LeGallez, William H.	Claim Agent	Susq. Division	Dec. 16, 1905	Jan. 16
Lindsay, James L. (P)	Engineer	Penna. Division	Oct. 1, 1883	Mar. 17
Lindsay, J. Raymond	Ass't. to Paymaster	Albany	July 1, 1910	Dec. 29
Lutsey, Elwood L.	Crossing Watchman	Green Ridge	June 25, 1928	Nov. 5
Madden, James	Asst. Ex. G. Fore.	Carbondale	Feb. 1, 1884	July 27
Miller, Frederick (P)	Section Foreman	E. Worcester	July 1, 1869	July 28
Milligan, John	Trainman	Carbondale	June 2, 1882	Oct. 31
Morey, George (P)	Foreman	So. Corinth	May 1, 1901	Oct. 21
Morse, Myron S. (P)	Engineer	Oneonta	Sept. 1, 1886	Nov. 23
Murdoch, John C.	Loco. Inspector	Binghamton	Dec. 2, 1922	Apr. 10
McCabe, James	Crossing Watchman	Mayfield	Oct. 4, 1920	Dec. 29
McClune, William F. (P)	Clerk	Albany	May 1, 1893	Sept. 27
McDonald Mollie	Janitress	Scranton	May. 1, 1931	Aug. 7
McGowan, Michael (P)	Crossing Watchman	Carbondale	Jan. 1, 1873	Oct. 17
McKay, Andrew S.	Fireman	Plattsburg	Aug. 2, 1913	Mar. 15
McKeon, Michael (P)	Patrolman 1st Grade	System	Oct. 25, 1912	Oct. 16
Naples, Raffaelo (P)	Sectionman	Worcester	Apr. 1, 1895	Feb. 1
Neuser, Joseph	Mail Clerk	Albany	Dec. 26, 1917	July 22
Newton, William (P)	Patternmaker	Oneonta	May 1, 1882	Mar. 13
Nichols, Albert	Engineer	Whitehall	Sept. 22, 1890	Mar. 5
Nistico, Raffaele	Box Packer	Carbondale	Nov. 18, 1918	Apr. 11
Nutting, Charles A.	Cook	Green Island	Aug. 16, 1932	Jan. 11
O'Brien, Daniel J. (P)	Loader	Troy	July 1, 1897	May 29
O'Brien, William S.	Trainman	Oneonta	July 18, 1914	Apr. 3
Orr, William D. (P)	Engineer	Susq. Division	May 1, 1867	May 20
Osborn, Lyman E.	Riveter	Green Island	June 17, 1926	Dec. 8
Ostrander, Frank	Boilermaker Helper	Colonie Shops	Jan. 4, 1923	Feb. 1
Ostrom, Robert E.	Devl. Machinist	Oneonta	June 9, 1923	Dec. 17
Pagliara, Antonio	Trackman	Schenectady	May 16, 1922	Dec. 16
Palmer, Antonio (P)	Trackman	Schenectady	Feb. 1, 1897	Sept. 14
Paradise, Leon E.	Machinist	Colonie Shops	Oct. 24, 1922	Feb. 3
Pelkey, Elmer	Carp. Foreman	Plattsburg	Apr. 1, 1907	Mar. 3
Perkins, Lewis (P)	Crossing Watchman	Plymouth	Oct. 1, 1920	Mar. 12
Perrault, Edward W.	Fireman	Oneonta	Nov. 16, 1909	June 11
Person, John (P)	Clerk	Albany	Apr. 1, 1903	Jan. 25
Phelps, Harry A.	Fireman	Binghamton	Aug. 6, 1918	Feb. 22
Porter, Seymour (P)	Shop Laborer	Colonie	Sept. 16, 1922	Dec. 30
Proctor, Nelson	Ditcher Engineer	Oneonta	Oct. 12, 1928	Apr. 13
Purcell, Martin	Checker	Albany	Apr. 1, 1881	Apr. 12
Quinlan, John F.	Conductor	Colonie	June 22, 1906	May 9
Reinhart, Jay	Gen. P. W. Inspector	Colonie Shops	Apr. 16, 1912	Apr. 24
Rice, Arthur M.	Switchtender	Whitehall	July 24, 1919	Dec. 20
Richards, Paul	Laborer	Green Island	Mar. 31, 1926	Mar. 10
Richart, George B.	Telegrapher	McVille (Susq. Div.)	Sept. 30, 1917	Oct. 2

The Roll

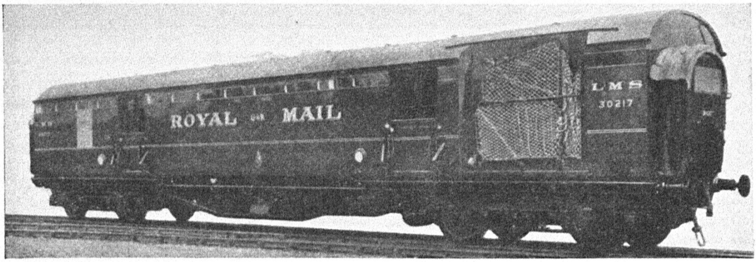
(Concluded)

Name	Occupation	Location	Entered Service	Died
Riter, Chauncy G.	Electrician	Oneonta	Apr. 17, 1923	Aug. 11
Rivack, Alex	Trackman	Olyphant	Jan. 17, 1924	Nov. 16
Robbins, David B. (P)	Conductor	Carbondale	Mar. 15, 1865	Aug. 11
Rozelle, Arthur	Trainman	Ft. Edward	Oct. 17, 1896	Mar. 28
Ryan, Patrick	Hostler	Carbondale	June 15, 1906	Oct. 24
Saxton, Grover W.	Crossing Watchman	Wilkes-Barre	Aug. 1, 1914	Jan. 3
Scott, Lee E.	Trainman	Oneonta	Dec. 17, 1917	Feb. 13
Smallin, William	Planing Mill Opr.	Oneonta	Nov. 10, 1922	Apr. 20
Smith, Harry	A. B. Insp. & Repr.	Carbondale	Sept. 23, 1923	Feb. 27
Smith, Thomas C. (P)	Crossing Watchman	Central Bridge	July 1, 1871	Apr. 14
Sparto, Louis	Trackman	Saratoga	Apr. 22, 1927	May 10
Stafford, Walter C.	Trainman	Oneonta	Dec. 3, 1902	Mar. 9
Stanton, Charles B.	Teleg-Towerman	Delanson	Dec. 25, 1905	June 1
Stanton, Emory A.	Laborer	Oneonta	Dec. 4, 1922	Feb. 18
Stapleton, Edmund P.	Trainman	Oneonta	May 1, 1906	Sept. 17
Sullivan, Thomas F. (P)	Conductor	Susq. Division	Oct. 1, 1876	Jan. 29
Surdoval, William H.	Trainman	Carbondale	Sept. 3, 1913	Apr. 28
Sweet, LaVerne H.	Trainman	Binghamton	Sept. 26, 1906	Nov. 25
Swift, Winifred	Cleaner	Albany	Jan. 15, 1918	Nov. 10
Tario, Ezra (P)	Trainman	Saratoga Division	Sept. 1, 1894	Apr. 22
Teleky, Louis	Coach Repairer	Oneonta	July 23, 1923	Mar. 7
Treverton, Oliff F. (P)	Trainman	Carbondale	May 1, 1891	Mar. 27
Valentine, Charles	Roundhouse Fore.	Oneonta	July 9, 1923	Mar. 3
Van Slyke, David B.	Tool R'm G. Leader	Oneonta	Dec. 12, 1922	Nov. 21
Wadin, Michael G.	Asst. Sig. Maintainer	Sidney	Mar. 13, 1913	Aug. 4
Wagner, William S. (P)	Conductor	Carbondale	Apr. 1, 1880	Jan. 29
Walsh, Willard J.	Plumber	Carbondale	May 28, 1918	Aug. 18
Watson, Henry B. (P)	Machinist	Oneonta	June 1, 1895	Dec. 23
Watts, Stephen A.	Yard Clerk	Mohawk	May 30, 1918	Feb. 2
Westcott, George H. (P)	Engineer	Oneonta	Dec. 1, 1881	July 28
White, James H. (P)	Engineer	Kenwood	Aug. 1, 1876	Sept. 15
Whitehead, Earl	Carp. Helper	Green Island	Nov. 10, 1926	Jan. 2
Wilber, Ralph H.	Agent-Teleg.	Seward	July 1, 1903	Oct. 13
Williams, Daniel	Laborer	Binghamton	Aug. 1, 1925	Aug. 25
Woehrle, Jacob (P)	Crossing Watchman	Parsons	Apr. 1, 1919	July 26
Wolfe, George H.	Water Tender	Oneonta	Feb. 3, 1918	Jan. 31
Wood, Ernest	Trainman	Carbondale	Aug. 15, 1910	Jan. 21
Woodruff, Winfield H.	Trainman	Plattsburg	Aug. 4, 1910	Sept. 30

(P)—Indicates Pensioned employe.
(*)—Information received too late to include in 1933 report.

Requiescat in pace

Origin of the British
Travelling Post Office



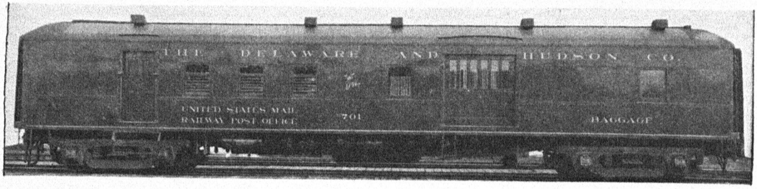
Note the Net for picking up Mail on latest British Equipment

IN connection with a description of five new mail cars recently completed by the London Midland & Scottish Railway, *The Railway Gazette* recalls the origin of the "Travelling Post Office," the first trip of which was made between Birmingham and Liverpool on January 6, 1838.

"Following the opening on September 15, 1830, of the Liverpool & Manchester Railway, the question immediately arose as to whether the new means of rapid transport could be used advantageously for the conveyance of mails. Arrangements were quickly made, and the first rail-borne mail was carried between Liverpool and Manchester on November 11, 1830. This journey was too short to effect any widespread accelerations in mail-carrying and it was not until the completion of the Grand Junction Railway that the advantages became considerable. In anticipation of the opening of that line on July 4, 1837, the Post Office dispatched a mail from London on the night of July 3, which was taken to Birmingham by coach and thence to Liverpool and Manchester by rail. The journey was completed in the unprecedented time of 16½ hours, and the service immediately became popular.

"At the annual general meeting of the Grand Junction Railway in September, 1837, the directors made a special comment that Liverpool and Manchester had been brought within a night's post of London, 'an advantage in which not only the places bordering upon the railway have participated but others lying considerably wide of, and beyond it; the extent of which accommodation will be best appreciated by the fact that no fewer than about 740 mail bags are taken up and set down every day at the several stations on the railway.' It was added that much credit was due to the Post Office authorities for the prompt and efficient manner in which they had adapted their system to the new order of things. Within the next few weeks this promptitude was further demonstrated by the establishment of a travelling post office, the idea of which was first suggested by Frederick Karstadt, son of one of the Post Office Surveyors.

"As an experiment a 'horse box' was fitted up temporarily as a sorting carriage and run between Birmingham and Liverpool, for the first time on January 6, 1838. The experiment was considered so successful that on June 19 of the same year it was decided to make the travelling post office a permanent institution. Accordingly, the first sorting carriage to be constructed specially for that purpose was built by the Grand Junction Railway Company. This vehicle, which was about 16 feet long, 7½ feet wide, and weighed just over 4 tons, had the further distinction of being equipped with apparatus for exchanging mail bags at speed. The appliance was devised by John Ramsey, an officer of the Missing Letter Branch, who was rewarded for his ingenuity by being appointed Post Office Inspector General. Although improved in 1848 by John Dicker, an Inspector of Mail Coaches, the apparatus designed by Ramsey is substantially that in use at the present time. * * *



"Apartment" Car, Combining Post Office and Baggage Space

"Shortly after the establishment of the Parcels Post, arrangements were made for sorting parcels on the railway, and the first parcel sorting carriage was placed in service in July, 1885. The T. P. O. staff was composed at first of two special classes of officer, namely 'clerks' and 'mail guards,' the former carrying out the sorting duties and the latter making up, receiving, and dispatching the bags. In May, 1857, ordinary sorters were first employed in T. P. O's., and in 1860 the class of mail guard was abolished.

"Another feature in the acceleration of mail conveyance by railway was the introduction of the special mail train devoted entirely to this service. Despite much-repeated statements to the contrary, the pioneer in this field was the Great Western Railway, which had established a night mail train on February 4, 1840, and for which four sorting carriages were ordered in July, 1841. Complaints of the irregularity of the postal service throughout the kingdom culminated in 1854 in an enquiry by a House of Commons Committee, with the result, as far as the Great Western was concerned, that the famous Sir Rowland Hill arranged for special trains to be run between London and Bristol from February 1, 1855, exclusively for the use of the Post Office.

"Eleven years later apparatus was installed at Slough and Maidenhead for picking up and delivering bags without stopping, and in June, 1869, the train ceased to be a 'special mail' when the Post Office was persuaded to allow one first class coach to be attached. Probably in view of this, it has usually been overlooked by historians and pioneer credit given to the famous 'special mail' inaugurated on July 1, 1855, between London and Aberdeen over the London North Western and Caledonian Railways. The vehicles for the latter were all built with connecting covered gangways, the doorways of which were sufficiently wide to allow of the transfer of parcels post receptacles.

"The smoothness, safety, and expedition with which the British railway companies convey mail, may truly be claimed to have provided the inspiration and set the standard for the rest of the world, and although the use of the T. P. O. is not confined to Great Britain—it was in general use in Germany, for example, sixty years ago—no other country employs the method to the same extent. Incidentally, when letters were first carried by rail in England, letter-stealing was a capital offense. The last man executed for that crime was hanged on February 13, 1832, and the death penalty was abolished in 1835."

Bulletin readers will be especially interested in the net provided on the British car for picking up mail at wayside stations where no stop is scheduled. Unfortunately the forked rod used in this country does not show in the photograph of the Delaware and Hudson car which is reproduced for purposes of comparison. The British vehicle is 60 feet long while ours measures 65 feet over the buffers.

If You Would Live Long

DON'T put too much trust in signs and signals at grade crossings.

Don't approach a railroad grade crossing at other than a slow rate of speed.

Don't blow your horn or carry on a conversation that is likely to drown out the sound of an approaching train.

Don't shift gears while on the tracks. If it is an upgrade change before starting up hill and cross the tracks in low or intermediate.

Don't take a chance on running out of gas on the railroad track.

Don't forget that the best and safest plan is to come to a complete stop at railroad crossings. Especially is this true where a curve or embankment may obstruct the view of the right-of-way.

Don't forget that there may be a second section coming or a double track with a train coming in the opposite direction.

Don't forget that a train travels on a fixed path and cannot swerve.

Don't depend on memory to tell you when a train is due; it's always train time at a grade crossing.—*The Safe Driver.*

Prize Section Awards for 1934

CASH awards totaling $1,600 were distributed among the foremen of Prize Winning Sections which were recently announced for the year 1934. Following the custom of the past nine years, first, second and third prizes were awarded for both Main and Branch Line sections, as well as similar Divison and Yard prizes and second prizes on each division for the section showing the greatest improvement. The decisions were based upon the physical condition of the sections and the man-hours spent in their maintenance, due regard being had for variations in traffic, physical conditions and extraordinary occurrences. Awards were made as follows:

SYSTEM

DIVISION	SUB. DIV.	SEC.	PER CENT	FOREMAN	LOCATION	AMOUNT	PRIZE	
Champlain	L	1	93.25	H. Willette	South Junction	$50.00	First	Main Line
Susquehanna	C	4	92.52	L. Sandike	Wells Bridge	25.00	Second	
Susquehanna	C	11	92.13	G. Russell	Binghamton	15.00	Third	
Champlain	M	8	87.81	A. Valenze	Lake Placid	100.00	First	Branch
Saratoga	I	3	85.65	M. A. Parker	Corinth	75.00	Second	
Champlain	Ti. Br.		85.43	J. Seymour	Ticonderoga	35.00	Third	

DIVISION—MAIN LINE

DIVISION	SUB. DIV.	SEC.	PER CENT	FOREMAN	LOCATION	AMOUNT	PRIZE
Champlain	L	1	93.25	H Willette	South Junction	$100.00	First
	L	2	90.77	G. Ciccone	Plattsburg	60.00	Second
	L	4	89.91	N. Deso	West Chazy	35.00	Third
Saratoga	F	13	91.36	F. Parillo	Ballston Spa	100.00	First
	F	15	90.81	J. Corsale	Saratoga	60.00	Second
	H	9	88.18	F. Caputo	Smith's Basin	35.00	Third
Susquehanna	C	4	92.52	L. Sandike	Wells Bridge	100.00	First
	C	11	92.13	G. Russell	Binghamton	60.00	Second
	C	3	92.05	C. Caracciola	Otego	35.00	Third
Pennsylvania	A	12	87.99	D. Cicio	Jermyn	100.00	First
	A	11	87.62	F. Altier	Archbald	60.00	Second
	A	13	86.19	A. Neutts	Carbondale	35.00	Third

YARD

DIVISION	SUB. DIV.	SEC.	PER CENT	FOREMAN	LOCATION	AMOUNT	PRIZE
Susquehanna	E	4	91.26	T. Pasquarell	Schenectady	$100.00	First
Susquehanna	C	1	90.13	A. Powell	Oneonta	75.00	Second
Susquehanna	C	12	89.84	J. Whalen	Binghamton	50.00	Third

SECTION SHOWING GREATEST IMPROVEMENT

DIVISION	1st PRIZE					2nd PRIZE				
	SUB. DIV.	SEC.	AMOUNT	FOREMAN	LOCATION	SUB. DIV.	SEC	AMOUNT	FOREMAN	LOCATION
Champ.	M	4	$50.00	A. Alphonse	Lyon Mountain	K	1	$25.00	J. Catone	Whitehall
Sara.	H	11	50.00	C. Lando	Comstock	F	9	25.00	G. Cefferillo	Mechanicville
Susq.	E	3	50.00	A. Altieri	Schenectady	C	10	25.00	Arthur Whalen	Sanitari Spr.
Penn.	C	3	50.00	C. Vandenburg	Windsor	A	6	25.00	N. Vendrone	Minooka

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I hate to see a thing done by halves; if it be right, do it boldly; if it be wrong, leave it undone.

—GILPIN.

Wisdom of Soliman

THERE is a tale concerning Soliman the Vagabond that the Bedouins relate about their brush fires in the evening:

"One day Awad Salim brought home a bull he had bought at market—a beautiful bull with horns like a crescent moon. Awad Salim filled a jar with water, for the bull was thirsty after the long walk through the brush. It drank * * * katir, katir, katir, (much). Till at last the jar was empty. But when the bull tried to lift his head from the jar, his horns stuck fast. Awad Salim tugged and pulled; his family tugged and pulled; the neighbors tugged and pulled but the crescent horns stuck fast. Then Awad Salim called Soliman.

" 'Soliman, what shall we do? My beautiful bull with crescent horns is fast in the jar.' Soliman scratched his head until the inspiration came.

" 'First,' he ordered, 'you must burn down the hut.' Awad Salim hastened to obey. 'Then set fire to the zeriba.' In an instant it was done. 'Then take your gembia and cut off the bull's head. And now smash the jar—and see, the head of the bull is free.'

" 'But the bull is dead,' Awad Salim protested, staring ruefully at the ruins of the hut, the zeriba, and the body of the bull with the crescent horns.

"But Soliman did not heed him. Seated on the ground, he was weeping bitterly. 'To think,' he sobbed, 'Like all men I am only mortal and must die! And who, alas, will have genius such as mine!' "

Thus psuedo-economic theorists would have government compete with the private business—the means of livelihood—of its citizens.

Shall We Surrender All Our Rights?

THE American people have grown so accustomed to the enjoyment of civil * * * liberty, so used to living their own lives in their own way, to being protected in their property rights, to looking upon government and law as a protective force rather than as an imposition of the will of others upon them, that just as men forget the value of the air they breathe, the water they drink, so have they ceased to regard the great privileges of American citizenship in their true light. * * The danger of today is not the loss of liberty by use of force. Rather it lies in a supine surrender of the rights of freemen to a seductive program of paternalism, gradually changing the form of our government from a representative republic to a bureaucratic state, mildly despotic in action, dangerously experimental, in which human rights and property rights cease to rest upon the firm foundation of established law and come to depend upon the whim of the temporary majority.

"When the judiciary strive to find reason for upholding laws enacted at the behest of noisy minorities; when the plain and simple language of Federal and State Constitutions is given new and strange meaning in order to meet assumed existing emergencies; when the sovereignty of the individual states is disregarded; when men are denied the right to buy and sell the products of their labor in the open market place, fixing the prices of the goods in which they deal by bargain with their fellows; when the farmer is forbidden to sow and reap on the land he owns according to his own best judgment; when every detail of the daily life of the citizen is ordered by officials, not of his choosing; when written agreements cease to have a binding force, even upon government itself the nation which the Civil War was fought to preserve will have ceased to be. Our nation and our state were organized for one great purpose, to secure to the citizens thereof the blessings of liberty.* * * All that they (Lincoln and Washington) lived and died for becomes a sad and futile waste if we of this generation are to surrender the heritage they bequeathed us because we lack the courage, the independence, the manliness, to work out our individual

(*Concluded on page 30*)

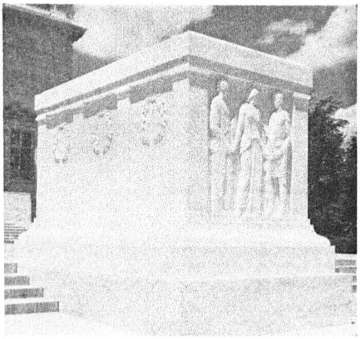
Vermont Marble

(Continued from last issue)

SAND blasting has been employed to do some of the marble carving once laboriously accomplished by hammer and chisel. Recently powdered carborundum replaced sand, although the principle remains the same. Lettering and designs to be cut into the face of memorials or ornamental work are first laid out in the drawing room, exactly to size. A stencil is then cut from a sheet of specially prepared rubber, 3-16 inches thick, which is then secured to the marble block. The stone is then run into a small room, facing a battery of carborundum blast nozzles. When the air is turned on, the particles of carborundum bounce off the rubber, but cut into the marble through the openings in the stencil. The depth of cut is governed by the length of time the slab remains in the blast.

Thousands of American war veterans' graves are marked by white marble tablets made at Proctor. Any war veteran, whether or not he is killed in action, is entitled to such a marker, which is supplied by the government upon request of his family. On orders of this nature, where many pieces of marble of identical size are required, special machinery is used to put their manufacture on a mass production basis. Only the lettering is varied.

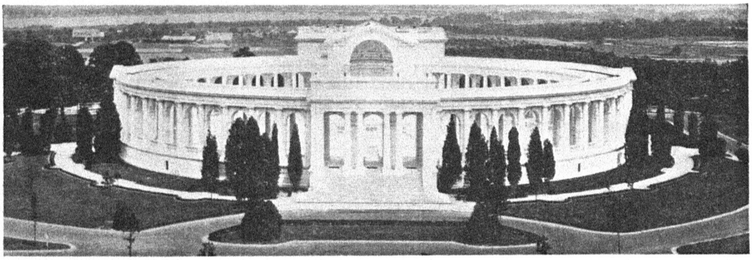
In order to avoid damage in transit it is necessary to use great care in packing and protecting finished marble. Sand finished pieces for exterior use may often be crated, the finer finished work requiring boxing and careful separation of each individual piece by the use of sheets of paper and excelsior packing. Building marble in general is shipped in regular box cars, though large columns or other huge sections may require gondolas or flat cars for their transportation.



Tomb of the Unknown Soldier

There are eight different classifications of marble used in exterior work, depending upon veining and color, ranging from clear white to bluish gray. For interior decoration there are no less than 45 grades, darkening from pure white, through variegated shades of brown, gray, green, and red, into black.

It is difficult to determine the causes of the more delicate shades of marble such as the bluish, ivory and smoky colors. The reasons for the other tints are more apparent. The blackish and grayish marbles owe their shade to the presence of carbon, usually in the form of graphite in infinitesimal scales and powdery particles. The reddish, pinkish and reddish-brown marbles contain minute particles



Arlington Memorial Amphitheater

of a compound with manganese oxide, or hematite, an oxide of iron, or both.

The brownish, yellowish and cream-colored marbles owe their color to the presence of another type of iron oxide, called limonite, in varying amounts. The greenish markings are the result of traces of fibrous muscovite or mica, while in the brighter marbles there are also to be found various combinations of aluminum and iron silicates.

In addition to its beauty, marble possesses a number of qualities which peculiarly fit it for its use as a building material. Durability is unquestionably the first, and that which leads to its wide use in memorials of all sorts, as for example, the Tomb of the Unknown Soldier at Arlington. The ancient Greek culture of the 4th and 5th centuries B. C. has been preserved for us in the marble sculpture typified by the "Venus de Medici" and great buildings like the Parthenon which are only partially destroyed by the ravages of time and vandal hands.

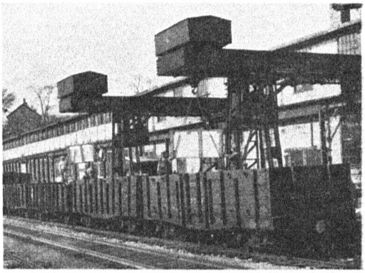
After durability might well be listed strength to resist crushing. There are few stones on the market that will not support ten times as much weight as is required of them. Compressive strength expressed in terms of pounds per square inch means little to most readers. A clearer idea of the strength of marble is obtained from the statement that it could be used for the base of a marble tower 2½ to 3 miles high before it crushed. If you are disposed to figure, the weight of the stone is about 170 pounds per cubic foot. Marble is also unusually flexible, a quality which accounts for the failure of cracks to appear in the stone as the result of strains caused by improper setting.

While not as hard as many stones, marble resists exposure to the weather much better than materials of greater hardness. This is due to its failure to absorb moisture. No stone has yet been found that can resist the effect of freezing of the moisture which fills the open spaces between the crystals of which the rock is made up. Dr. Hiram A. Cutting, the eminent geologist, goes further, saying, "I have no doubt that the capacity of a stone to absorb moisture is against its durability even in the warm climates, and vastly more so in à changeable and wintry climate where it is often frozen before any considerable part of the moisture from the autumn rains can be evaporated." In addition to the exceptionally low absorption of Vermont marble, all the pore-space is not filled with water upon immersion. The air that remains in the microscopic crevices thus acts as a cushion and provides space into which the ice formed may expand, saving the stone from the rupturing action of freezing.

Because of the process by which marble was formed under terrific heat and tremendous pressure, its unstable constituents have been reduced to their ultimate condition and cannot decay further from the action of the atmosphere alone. Acids, formed by the carbon dioxide and other gases present in the air of a modern city when combined with rain water, have a solvent effect on natural building stones. This effect is proportional to the freedom with which the acid may penetrate the rock. Marble is so proof against moisture that this action is limited to the exposed surfaces of the stone, upon which is thus formed a protective coating which is nature's own best preservative.

Vermont marble will stand a temperature of 1,200 degrees Fahrenheit without injury, which accounts for the Security Saving Bank building passing intact through the inferno of fire following the San Francisco earthquake, though adjoining buildings were ruined.

There was a time when most artists and architects specified *foreign* marble in their plans under the false impression that it was superior to the American product. Today they turn to Vermont marble with the knowledge that it will supply the size, grade, and color of material best suited to their needs.



Loading Marble for Shipment

Shall We Surrender?

(*Continued from page 28*)

salvation, but prefer to become paupers to the state, depending upon its bounty to supply our needs. * * The great mass of the people of this nation are sane. Should they not assert their sanity? Should they not make one more stand for individual freedom and a preservation of the form of government they inherited?"—From a speech by William R. Pattangall, Chief Justice of the Supreme Court of Maine, May 30, 1934.

Clicks from the Rails

A Lost Ticket,

which disappeared in a Boston & Maine train at Nashua, N. H., over 4 years ago, was recently found at Circle Hot Springs, near the Arctic Circle, in Alaska. A lady passenger boarded the train at Worcester, Mass., one day in 1930, handed her ticket to the conductor, who punched and returned it for presentation to the conductor who took charge leaving Nashua. The ticket could not be located at Nashua and the trip was continued with the understanding that the ticket should be mailed in when found. It turned up in the cuff of the lady's coat while she was traveling in Alaska.

◆

An M-K-T Caboose,

abandoned by the railroad at Denison, Texas, some time ago, is being converted into an attractive house by a former employe. He replaced the trucks with a stone foundation, built steps leading to the end door, cut a second door in one side, and is now enclosing the wooden caboose with walls of native stone.

◆

A New Type Stretcher,

designed by a Great Western Railway (England) employe, and patented by the company, makes it possible to move patients by railroad from one city to another in absolute comfort, without transferring them from one stretcher to another at any point. The stretcher is equipped with a mattress, side and end handles, and is of the proper dimensions to exactly fit in a passenger car compartment.

◆

Weeds are Killed

by the carbon-monoxide fumes of an oil-burning locomotive placed in service in Ireland recently. The exhaust pipe is so designed that this hot, deadly gas is blown downward, killing any weeds which might be growing on the right of way.

A Wheel Chair Cripple

prevented a train wreck at Geneva, Ohio, when, after discovering at midnight that a lumber company's building had been blown on to the Nickel Plate's tracks by a high wind, he manipulated his chair to a telephone and routed the local agent out of bed. A section gang and the building owner's force, notified of the incident, attacked the structure with axes and wrecking tools, hacking it into sections, and hauled it off the track with a truck before the next train arrived.

◆

"Phooey on Streamlines"

is the Chicago & Northwestern's reaction, as it inaugurates *The 400*, a new train making the 400-mile run between Chicago and Minneapolis, in 400 minutes, reducing the time of regular passenger trains by nearly 3 hours. It does the 85 miles between Chicago and Milwaukee in 80 minutes. The *400* consists of five steel cars, drawn by a steam locomotive of conventional design, no attempt having been made to streamline the equipment.

◆

A Forgetful Mother,

after handing her baby to a porter in the Davenport (England) station while she bought a ticket, absent-mindedly hurried aboard the train without her child. As the train was pulling out of the station the porter was seen racing along the platform shouting, "Hi, missus, here's your baby!" The train was stopped long enough to reunite the mother and child.

◆

Six Languages

are used on a large sign board to announce the name of the station at Padang Besar, in Siam. The six nationalities represented are: English, Siamese, Temil, Malay, Hindustani, and Chinese.

Railroad Passes

issued to legislators by the government-operated lines of New South Wales are printed on cloth made of gold. One politician, by way of improving a good job, had his pass set with diamonds, worth thousands of dollars. Now, after consulting a number of lawyers, he is in a quandary: he has broken a rule which provides that passes must not be "disfigured," and can be prosecuted. If he escapes that danger, the diamonds will become the property of the government when the pass, which must be returned, expires, because it is illegal to remove the diamonds. One suggested solution is to "lose" the pass.

◆

All Speed Records

for 3 feet 6 inch gauge railroad trains will be broken this year if *The Bullet*, a streamlined, motor-driven, rubber-tired train to be put in operation between Tokyo and Kobe, Japan, lives up to expectations. Officials of the road are planning to introduce *The Bullet* when a new tunnel, shortening the line through a mountain range, is ready for use. A fast schedule is being worked out for the new train and speeds of 100 miles an hour and better are contemplated.

◆

Railroad Sharpshooters

made an enviable record at the Camp Logan rifle range recently when Company D, 108th Engineers, Illinois National Guard, which consists entirely of Illinois Central Railroad employes, distinguished itself by having every member qualify as "marksman," while some ranked even higher.

◆

Japanese Railroaders

may soon wear silk uniforms and caps. It has been suggested that the government, anxious to dispose of a large surplus of silk, use some of it to dress its railroad employes.

Lincoln's Code

I AM not bound to win, but I am bound to be true. I am not bound to succeed, but I am bound to live up to what light I have. I must stand with anybody that stands right; stand with him while he is right, and part with him when he goes wrong."